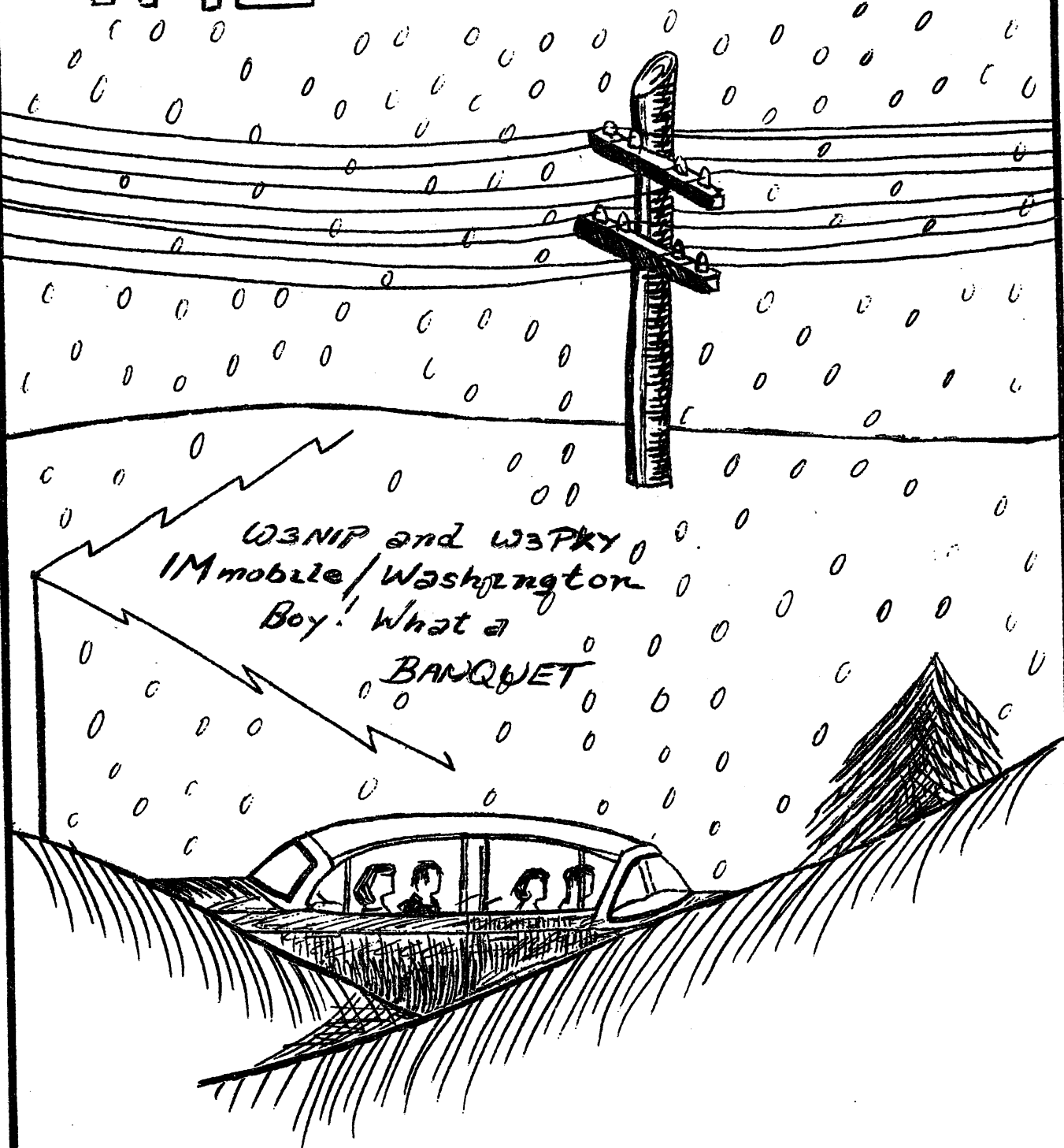


# THE BLURB

March  
58



W3NIP and W3PKY  
IMmobile/Washington  
Boy! What a  
BANQUET

T H E

# B L U R B

Published monthly by the  
Phil-Mont Mobile Radio Club

**VOL 7**      **March 1958**      **NO 3**

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W3DSG Collator	Locator	W3IW
W3YJM Boss Stitcher	Stamplicker	W3VBU
W3WNC Printer		

The "Blurb" is published by and for the members of Phil-Mont to further the interest of Amateur Radio in general, and Mobile Radio in particular. We endeavor to keep news accurate, interesting, and, in a small way, educational. Any deviation from this is purely unintentional. Copying and quoting is permitted, provided credit line is included. Commercial use is not permitted and subscriptions are gladly exchanged with other Amateur Radio Clubs.

## DEADLINES

Material for the "Blurb" for W3PXY, and items for the "SWAP SHEET" for W3WUX must be received by the 15th of the month. The Blurb is mailed the last Thursday of the Month.

## CLUB OFFICERS FOR 1958

Pres.	Charles A. Gilbert	W3YJM
V. Pres.	George W. K. King	W3PXY
S'cty	John Muroff	W3SAI
Treas.	Robert M. Lachman	W3OEC

## MEETINGS

First Monday of the month, at, TOWN HALL  
Germantown Ave. & Haines St., Phila. 8:00 PM

## NETS & NET FREQUENCIES

Ch 1 - 29493 Kc.	Ch 3 - 27000 Kc.
Ch 2 - 29626 Kc.	Ch 4 - 50.7 Kc.
Scrambled-Egg Net, Weekdays,	0730-0830
Ten on Ten Net, Sundays,	1000-1100
Blarney Sessions, Anytime,	Channel 1
29493 Kc. is monitored daily,	0830-0661

for the benefit of mobiles in Phila area.

From the President

## Discussion of the "Off Frequency" Problem

As part of my five minute campaign speech last December, I referred to a move toward greater use of broadband receivers for monitoring Phil-Mont Channel I. This move was of course, directed at the problem of stations not being heard on sharp receivers because of not transmitting on exactly 29.493 Mc. As with so many controversial subjects, there are two definite sides to the argument of how we might best solve this problem: (1) a drive to get everyone exactly on frequency, or (2) a drive to increase the use of broadband receivers. Obviously, with the band open these days, solution (2) has some very troublesome drawbacks recognized, I'm sure, by the broadband proponents. On the other hand, to hope to ever get 100 members plus the many other users of Philmont Channel I, on the exact same frequency is wishful thinking rather than an achievable goal from a practical standpoint. What then is the answer? I believe the answer lies in expanded use of broadband monitoring set-ups which I would like to encourage, combined with efforts to improve your crystal frequency if you deviate appreciably. It should, of course, be the goal of every Phil-Mont member to put out a signal that can be read on sharp receivers tuned to 29.493. However, the only way we can do a thorough job of monitoring, is to have broadband receivers. With regard to the QRM and accompanying confusion that occasionally occurs with band openings, under such circumstances the shack communications receiver with its greater selectivity can be resorted to. Many outsiders looking for Philmont, remember only that the frequency is about 29.5 Mc. so this is where they aim their VFO. Chances are, the broadbanders will hear their call. What are the chances of their being heard when a sharp communications receiver is being used for monitoring purposes? If you do not as yet have one, how about making your next project a broadband monitoring set-up so as to increase our assurance that somebody is listening on Phil-Mont Channel I every single minute.

73 de Prexy

## THE LATEST SCOOP:

W3UMK reports - Monday night, 10 February, the Lower Merion C.D. radio group was honored to have a distinguished visitor. Al, W3GHE, Director of Communications, CAP. Al gave a very interesting talk on the organization, operations, functions, and advantages of membership in CAP. So interesting, in fact, that one of the LMTCD teen-agers practically signed up on the spot. His visit was an outgrowth of the recent organization of the Ardmore Squadron of CAP, which is under the direction of Major Herr. We explored the possibility of cooperation between the communications part of CAP, and the small LMTCD radio facilities, which presently includes five Gon-Set two meter Communicators plus some five or six older, home-brew two meter transceivers. A "rump" meeting of Phil-Mont went on concurrently since UMK, LKI and AWH were also present. Also present was our potential addition, W3IXN, who has been honoring us frequently by reporting in on ten on ten. Incidentally, AWH volunteered to teach navigation, based on his war-time experience as a navigator on B-17's. Maybe he could sign up LNQ!—Did you all notice the picture in the magazine section of the Inquirer of the W3IM's? Jay with a long face and Mary Jane letting out a real howl - the subject of the pic "Mothers of Twins Club"—Jay doesn't look like a mother to us—W3SGR & W3PXY are going hi power with new vibrator packs—we now have 100 watts mobile - we will show all these noisy characters Carl. The packs are 50 watts a piece.—W3MHR is now being heard from the new QTH - by W3D\$G.—The March program is announced as the topic "The Q Multiplier". More twin mothers are scheduled for the newly formed club Mrs. - W3SOB, W3VVS and W3AWH. —W3NIP announced last time that W3WNC and W3VXN are still appearing on all PMRC certificate 100%. W3D\$G was dropped. He is now in W3PXY's powerful 9 watter class—almost. Pixie was feeling real proud of himself by appearing on all but 3 certificates.—W3WNC feels he ought to get a certificate automatically when he gets on 50 of them. —W3DJV now has a new HQ110, IVD is sporting a new "patch" with offers of all calls to all parts of the world.—W3CTT thot he heard sigs from the Explorer satellite but admits he was mistaken - turned out to be the sparks off his wife's wringer.—W3D\$G received a card from W5D\$G—W3QVK is sporting a new 60 ft. self supporting tower in his back yard —W3CSS has a new 70 ft electric crank up tower. The ole 57 ft jobby bent in the middle - you should have seen the 3 band quad - a veritable booby trap of wires and tubing. 5½ yards of concrete holds down the new one. The tower is 21 ft in the down position and 70 ft in the up.—W3OZF finally put up his PMRC vertical at the new QTH — It appears the boys have been busy in the antenna building game of late. —Don't forget the next rig hunt is March 9 1:30 PM meet at the Playhouse in the Park.—

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NOTICE: Turn in all SWAP and SHOP dope to -

W3MHR, George, Turner 7-2682, North Section  
W3WUX, Bob, Cl 9-0178, South Section

The services are free - we reserve the right to reject any advertising not in the best interests of the club. See inside of front cover

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W3NIP announced the new winners of PMRC's Certificate -

# 22 K2SEX/V02 worked 34 mobile and 22 fixed for the highest aggregate DX score. All contacts made in 30 consecutive days.

# 23 W5II won his - we think his are all from his car.

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The budget committee worked out our 1958 budget - last year we went about \$200 in the red with about \$ 1600 expense. — The club passed a motion to raise Associate Member-

ship dues to \$2.00 since the cost of just the Blurb came to more than the \$1.50.---The mid month meeting at W3VVS was called off because of the bad weather. ---W3PXY arranged rooms for 10 people for Sat. nite in Washington for the convention - those who are expecting to go had better get their places nailed down since all available rooms in the vicinity will be filled. We got them right in the hotel the convention is being held. They go on a first come first serve basis - four are already taken. Send in your card to ED if you expect to go it will not be a firm commitment but Andy would like to know. W3QQH is looking for helpers for the Convention display. George W3MHR sends us a choice bit we had all better remember - In the process of installing my equipment at the new QTH, the problem of obtaining a good ground connection presented itself. Since this is certainly a simple problem as compared with many others, its importance is often ignored. At the risk of boring the boys, it might be well to point out that not only is a good earth ground important for TVI suppression, but far more important is the need for this ground connection to be at the same potential as the neutral connection of the home wiring system. The only way to be sure is to physically connect the two. In addition, it would be wise to check the connection of the neutral at the water pipe. In my own case, the connection was loose and covered with paint. All this in the interest of SAFETY, and this is enough said.---W3QQH reports the film EVERY SINGLE MINUTE has been shown in 16 States and Alaska - on TV twice and has been seen in closed showings (not including TV) by approximately 5000 people. Not bad eh Bill? We can thank W3VKN many more times for all the effort he put into that gem. ---W3DHJ writes- please note my change of address and notify "Blurb" to send to the new address. I'll be back in 2 years - meantime keep Chan. I hot so I can calibrate my receiver when in Vietnam - best of luck to all. Jonsey ---W3IW complains that only one staple in the Blurb gums up his filing system - we are not that short of dough says he. - Tis gud to see the ole Tech - Ni - Gram page again - we are going to have to support it to keep it in operation so get all your choice bits into W3DOU or Frenchy. ---Bob thinks W3SGR needs a Ranger ---The news behind the news -

From HAM-HUM (Omaha, Nebr.) November issue: Received a nice letter from Ed Handy, W1BDI, Communications Manager of ARRL. Our story of the origin of the word "Ham", as lifted from another ham paper it seems is not found in the the history books of Ham Radio. He enclosed a copy of a letter from Mr. Budlong to another club regarding this same story. These stories do get around. Maybe we can slow this one up by quoting Budlong's letter:

Dear OM: I was much interested innoting the item in your club bulletin "Mike and Kay" June '57 recently on the explanation of the word "ham".

We're quite familiar with this matter from our experience with it several years ago and it occurs to me that you might be interested in what we found when we looked in to it.

We originally came upon it when a doctor in New York---not an amateur himself, so far as I could see---sent in the clipping from a medical Journal. He wanted to know if we confirmed the story. We had to say we had never heard of it before and that offhand it sounded a little incredible that after all these years of speculation on the origin of the word no one had ever come up with this story.

We checked the Senate Committee hearing record of the 1912 bill and found no mention of the incidents mentioned or the people.

Senator Walsh wasn't a senator in 1911. According to the "Biographical Dictionary of the American Congress", he wasn't elected to the Senate until 1919. He was governor of Massachusetts in 1914-15 and lieutenant-governor in 1913; so far as his activities are concerned, we can find nothing to indicate that he wasn't anything other than a private practicing lawyer.

You will recall the recent series of articles on early radio by Sumner Young, W7CO. He was originally one of the pioneers in the Boston area. We wrote him about it and he'd never heard anything of the people or the station.

Some time later we had a letter from Dr. Hyman's secretary who wanted to know if we'd

like a story. We said we would, but that it should be well documented. We never had a reply.

Just thought you might be interested.

73

Hope that takes care of that one for a long, long, time.

-----  
Ed, Mrs. Pixie, W3NIP and Peg were a long time in getting home from the Washington Banquet.

#### THE FOUR DAY BANQUET IN WASHINGTON

##### Its all Andy's Fault

Ed and Betty talked Chuck, W3NIP and Peggy into driving down to Washington to visit the Washington Mobile Radio Club and partake of their annual banquet with them at Bolling Air Force Base Officers Club (Andy suggests we look into that type of situation for PMRC and ED heartily endorses same) All went well until we started into the Baltimore tunnel and the snow came down somewhat in the horizontal direction - the weatherman said 3 to 6 inches of snow but that wouldn't be so bad so we kept going. Chuck wanted to stop at his sisters in the NW section out about 15 miles and after following some meticulous directions (good thing they were) we located his friends out in the country in a pretty good pile of snow. We took a short interlude of house inspecting and coffee and watched the snow continue down with a lot of false bravado (turned out we should have stood in bed which we finally did- but thats getting ahead of our story) after an hour and beaucoup snow we took off down the ditch of the driveway (couldn't find the drive by that time under 10 inches of snow) but Chuck's years of driving tractor on the farm got us out-as he was about to on more occassions in the next few days - we are ahead of the story again --- we got down the road apiece and came to an incline that proved Suburbanite snow tires do much better on dry concrete so we put on chains in the dark in 20 degrees with the wind still horizontal along with the snow. Roads were badly rutted and practically no traffic - nobody else was out of their head - We were with a bit of apprehension about unknown routes to center city about 15 miles away until we found two people who independently agreed that Percimanom Road was far better than River Road since it was all downhill. Well surprising as it may seem we wnt downhill for the full 15 miles which proves Washington is in a rut. This was about 7.00 PM in the evening. Ever since 3 PM W3KZQ had been giving us directions throughout the city and he sure came in handy at this point. He direzted us down town on General McArthur Blvd in a howling blizzard and ticked off every sewer outlet, telephone pole and girly-girly show directly past the Lincoln Memorial which couldn't be seen 150 feet away. We finally arrived at the Base and parked the car in practically "step up" snow. Same as step down cars except this was step up. Arriving about 8:29 $\frac{1}{2}$  - the banquet was scheduled for 8:30-we were proud of ourselves. Over cocktails et al we discover that we bring the attendance up to 34 out of 99 paid up. Their Pres. V. Pres. and Andy told a bunch of lies same as we do at the PMRC banquet and along comes a delicious steak dinner-you could have had two more for dessert if you wanted them. Another pack of lies and the loot started to be passed out. Peggy made a nice haul (portable steam iron) and Betty a knife set. Chuck got his usual antenna mount - he says he is going into business - its the third he won in the last year. ED drew a goose egg. ---Unfortunately the snow proved too much for the dance band and they didn't show up so we gassed for a couple of hours. By this time there was such a pile up of cars out front, no one could move, so we just waited them out. Andy offered to take us in to his place and put us up. He had chains and with ours we didn't have any trouble keeping up with him. Andy gave up his best bed for the intruders and we had a very restful nite-for all the monkey shines. Next AM we looked out and could see the cars only half way up but things looked like they were moving so we proceeded to get under way but not before W3NIP and the gals had a chance to see Anderson's Basement Laboratories. Well Chuck is still in process of putting his eyeballs back in place after seeing all the typewriters, radiogear and automatic equipment at ABL. It is an experience not to be forgotten - Andy is going to have a side tour to ABL for all PMRC

hams when the National Convention is on. It will be one of the highlights of the show. We don't have enuf paper nor three weeks to write up the Basement visit in fact I doubt if one ever could so we certainly won't try here. We left Andy and Bobbie about 10.00 am after getting some pictures of the front yard and old Baldie digging out. (We are much obliged for their hospitality) Not much traffic out - snow very deep but we managed the Baltimore Washington expressway OK without any competition. About 13 miles south of Baltimore the trouble began. The Highway is double lane separated but about 100 ft. and we pulled up to a line of cars that were obviously going no where in one big hurry. After stop and go for about a mile we stopped and stood for about two hours. We approached a crossover to the other lane - some of the traffic started down the opposite lane and it looked as if it was moving so rather than sit all nite we went off down the opposite lane but not for long - and we sat some more. Ole ED took off down the road on foot to survey the situation and about a  $\frac{1}{4}$  mile down found a character sitting looking at a side road and trying to make up his mind whether he ought to take off on the side or wait in line all nite. After a good ear chewing by this ED the driver of the car decided to take off (he was  $\frac{1}{2}$  hour making up his mind). This move freed up about 300 cars including ours so off we went on an unknown well drifted road but we were moving which is something about 3000 people in the line didn't do that nite. Going out a country road we picked up RTE 301 and started north - not more than 100 yards we were again stopped so managed to turn around and head south - this proved our salvation. This led toward Annapolis and across the Chesapeake Bridge and up RTE 71. 40 miles from the bridge and through nearly impassable drifts we hit the third roadblock at the Delaware State line. In about 2 jerks ED piled out again in 15 degree cold and horizontal wind driven snow and made tracks another quarter mile to evaluate the situation - toward the head of the line he beat on a few truck doors to waken the drivers and find out they were there since two that afternoon - this was 9 at nite. Needless to say we didn't sit around long especially since there was a place to turn around and head back. So back we went—30 miles and hit a bad drift which nearly stopped us. In order to get through had to hit the drifts at about 35 MPH and when we did it threw up snow so you couldn't see the hood ornament - all that can be done in this situation (well done by Chuck) is hold the steering wheel straight and hope you wound up on the far side of the drift still with forward motion. Apparently we were the only ones that made it through that last one because nobody came through after us. We must have left about 100 cars trapped between those two road blocks. The first motel we found we decided to hole up to wait things out. We found two comfortable rooms well heated in the 5 below zero weather and rested well after pushing, rocking and digging a mess a cars out all day long. Next morning we opened up on the radio and found K2SEX/V02 on Philmont Channel One who did some relaying into Phila for us. He gave us a hand relaying into Baltimore the day before. We kept the lines to the State Police hot all day long but they didn't have good information since the high winds closed the roads within an hour after the plows were through. The roadblocks in both directions did not open up that nite so we changed to a motel that had a food place attached and had a few rounds of bridge. The first set of chains went thru so Chuck picked up another set fortunately. We met a girl Martha Petit traveling by herself in all this mess and we worried no end since she took off down the road into what we found out later to be another road block. Tuesday the wind let up a little and word from the State troopers was the Rte 71 block was barely open to chain equipped cars. We took off early and when we hit the 40 mile block we found the drift that stopped us all to be about 6 to 8 feet deep and about 100 feet across. To our surprise a Sherman tank operated by some army boys was busy pulling cars out of the fracas. We made it through some mighty deep snow at the block and kept going. ED was agitating to save the chains but it was lucky Chuck kept them on since there were several situations that needed them badly. We took movies of the tank pulling the cars out. The rest of the trip home was uneventful. W3IW was heard below Wilmington loud and clear. We pulled into Springfield about noon with some thanks for some good breaks. In every situation one manages to learn a few lessons. In this escapade we learned two things which might be a lesson to many. Firstly - all hams are

willing to be helpful at a drop of a hat - they will spend hours at the rig if it will do some good. W3KZQ did us wonders because he knew what he was talking about and was willing to stick with us all the way through Washington - we are certainly indebted to him. However we found cases elsewhere where the information passed along was not correct and could have been disastrous. Fortunately we checked and double checked all information with the police and the BC stations. The moral of the story-if you are sitting home in a snow storm and are attempting to help someone out in the blow make sure of your facts. Get out a map call all the sources available and plot conditions on the map. There is a tendency for the fellow at home to look out the window from a warm comfortable chair and say "it looks gud outside the window it must be good down on etc etc road". In an emergency situation one operator should have a map in front of him with all the blocks plotted from good data. The second lesson ED learned and it is surprising that it should come now after 20 years of north country weather in Northern Michigan of 6 ft of snow and 45 below zero. Public apathy in such a situation is extremely dangerous. ED talked to a good number of people stalled in their cars who said "They will come after us - They can't leave all these people out in this cold". It is impossible to comprehend what goes on in the people minds such emergencies. Apparently the Lord is going to come down from the heavens, pluck them out of their cars and place them in front of warm cozy fire. Someday ED is going to find out who this THEY is that these people were waiting for. About 3000 people waited all nite in 10 degree weather for THEY to come just south of Baltimore. Just remember one oldie - The Lord Helps Those Who Help Temselves. Well- we had lots of fun with the Washington gang - we shamed about 60 of them that didn't show up. We should have stood in bed and probably didn't display the best set of brains in venturing out in such a mess but once you are there the only choice is to keep going. So now you know what "is all Andy's fault".and why the Blurb is late this month.

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#### Calender

March 9, 1958

1:30 PM to meet in the Playhouse in the Park

April 19, 1958

W3ZI announces the 13th Annual Old Timers Nite at the Stacy Trent Hotel in Trenton. The event is stag with a turkey dinner and talks by the old timers.

#### ARRL Bulletins

DX enthusiasts will be interested to hear of the addition of Fernando de Noronha to the ARRL Countries List. This island, a Federal Territory of Brazil, is located approximately 225 miles due east of Natal in the Atlantic Ocean. DXCC credit will be given starting May 2, 1958 for creditable confirmations dated on or after November 15, 1945. Those making contact with amateur stations on Fernando de Noronha during the 1958 ARRL DX Competition may also claim credit for a separate country in accordance with DXCC rules. Fernando de Noronha confirmations must not be submitted for DXCC credit before May 2, 1958

Judging for the 1957 Edison Award has been concluded. James E. Harrington, K5BQT of Lake Charles, Louisiana, was proclaimed winner in view of his outstanding emergency work in Hurricane Audrey. Special citations were also announced for W1MCL, W2FGV, W2IIN, W2RUF, K2KGI, K2MKV, W3ECP, W3UVK, W4DRC, W4FUS, W4HUL, W4NTO, W4RRH, W4SBT, W4SDR, K4KCV, W5KRF, W5LZW, W5SUB, W5SYL, W5TIE, W5UCT, W6AAQ, W7BA, W7GNJ, W7IOQ, W7OEX, W8BUQ, W8CTZ, W8HSG, W8IMI, W8WYU, W8YGG, W9BOK, W9VEY, W9BDR, W9CPI, W9DSP, W9KCK, W9LFL, W9WMA, K9APW, and K9EDF. Presentation of the Edison Award to K5BQT will be made at a ceremonial dinner in Washington on February 27.



SWAP                      &                      SHOP

For Sale

1-VHF 152A in 8-3/4" Rock panel                      \$50.00    QQH  
1-SF44 Hallicrafter Panadapter                      \$45.00    QQH  
2-2AP1                      \$ 2.50 @                      QQH  
1- Webster wire recorder  
portable carrying case                      \$50.00    QQH  
  
Type "A" Delux PAR metal cabinet  
grey ripple 67-3/4 x 22 x 18  
61 1/4" panel face with 3 shelves &  
concealed castors.  
1- 12 1/4" undrilled panel, grey  
1- 7" undrilled panel, black  
1- 7" panel, grey with 6 or 8 fine  
holes, all thrown in if desired  
New \$ 65.00                      a bargain at \$ 30.00                      W3LNQ La5-2472  
  
1- Hi power final use 4-125 or 4-250A  
complete with Variable B & W in-  
ductor & Johnson 10,000 Volt Var-  
iable condenser Plate, screen &  
grid meters.  
Complete shielded grid circuit 80-  
40-20  
10 bandswitching  
10 1/2" Panel                      \$ 50.00    W3AHP  
  
100 K.C. crystal calibrator using  
Bliley KV3 crystal (cable wired for  
NC-300)                      \$ 10.00    W3YJM

Wanted

Marine "Radio Room" Clock                      W3LKI

SWAP

1- dynamotor input 14 Volts 12.5 amps  
output 600 Volts 140 Mils  
What Have You to Swap                      W3WUX

NOTICE:

To all Members--the Swap and Shop column is available to  
all members free of charge. So list your  
wants or items for sale. You may have  
something the other fellow can use. A  
saving to the Buyer and Dollars in your  
pocket plus your XYL will be glad to see  
the junk go.



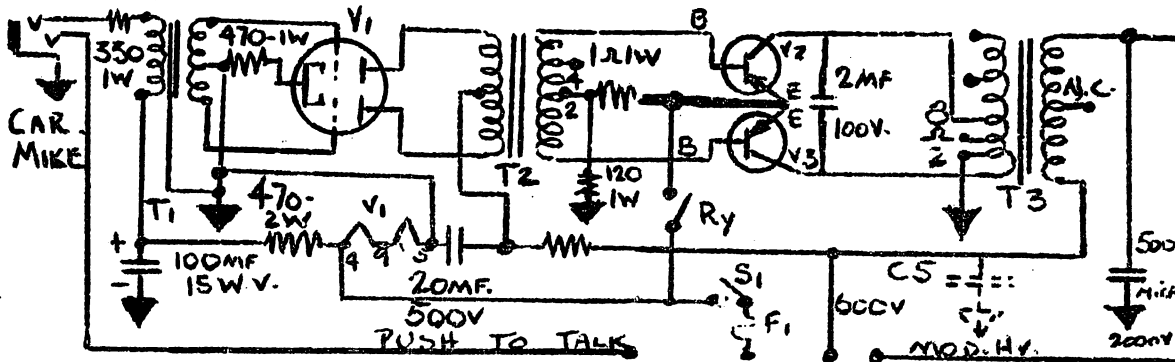
W3DOU

MARCH 1958

W3IRS

## 30 WATT TRANSISTOR MOBILE MODULATOR-- RADIO - TV NEWS JAN. 1958

Benefits- smaller size- more rugged and dependable-longer life and takes 4 amps from 12V battery with 30 watts output as compared to about 10 amps from conventional tube type and power supply.

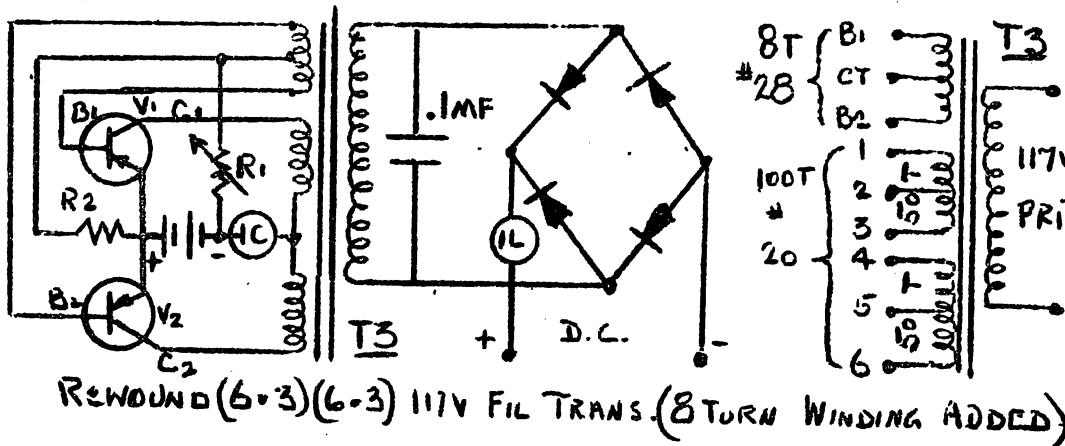


V1-12A U7  
V2-V3-DELCO 2N256  
OR PP-PP PHILCO  
T-10175  
F1 = 5AMP FUSE  
S1 = SPST HYD DRY  
T1 = CARBON MIKE TR  
T2 = DRIVER TRANS  
10000 to 24,800  
T3 = STANCO T117  
5000 to 24,800  
C5 = 10MF 600V IF  
VIBRATOR SUPPLY IS  
USED.

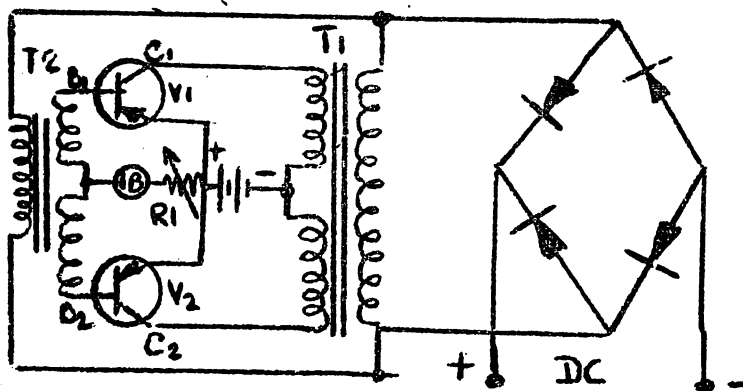
2N278s ARE 10.00 EA. AVAILABLE AT ALAMO DR RADIO ELEC.  
T-10175 ARE ABOUT 2.25 AVAILABLE ON ORDER FROM GEN. RADIO-CAMDEN.  
MINOR CKT CHANGES ARE REQUIRED FOR PP-PP OPERATION.

## TRANSISTOR POWER SUPPLY-50 WATTS-250 VOLTS 200 MA etc.

(See - CBS Hytron Bulletin, Pa-16 & E-278)



6 VOLT  
1-4 TO C #1  
2-5 " NEG BATTERY  
6-3 " C #2  
B1 TO BASE #1  
B2 TO " #2  
CT TO NEG. BATTERY  
12 VOLT  
1 TO C #1  
2 " OPEN  
3-4 TO NEG BAT.  
5 TO OPEN  
6 TO COL #2  
B1 TO BASE #1  
B2 TO BASE #2  
CT TO NEG BAT.



T1 = 115V-6.3 TRANS FOR 250 DC  
FROM 12V BATTERY SOURCE

OR TURNS RATIO =  $\frac{1}{2}$  OUTPUT VOLTS  
INPUT VOLTS

T2 = 5 TO 10 TIMES TURNS RATIO  
OF T1 - EXAMPLE

TUBE TO VOICE COIL TRANS.  
20,000 / 8 / 4 OHMS IMP.

ONE STANDARD 6.3-117V TRANSFORMER  
AND TUBE TO VOICE COIL TRANS.

V1-V2-CBS 2N256  
PHILCO T1017-ETC.

TROUBLE NOTES: TVI may be reduced or even eliminated by reducing grid drive to your final. Reduce your grid drive just to the point where output starts to fall off.

"THE BLURB"  
A Phil-Mont Mobile Radio  
Club Publication  
2242 Cambridge Rd. Broomall, Pa.

FIRST CLASS MAIL

